



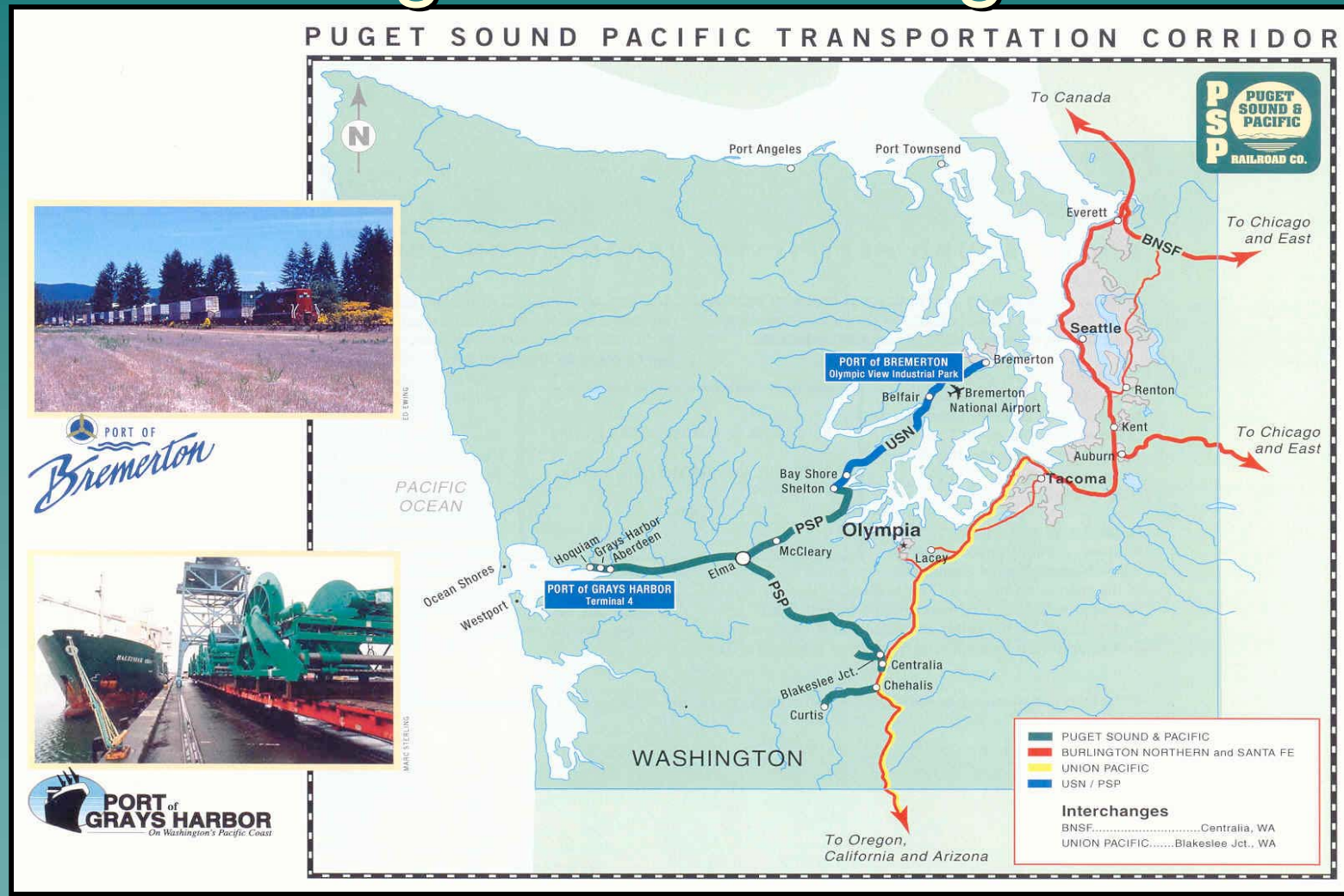
Kitsap County:

***Meeting Our
Transportation Challenges***

Kitsap Regional
Coordinating Council

Presented to Washington Transportation Commission
September 16, 2008

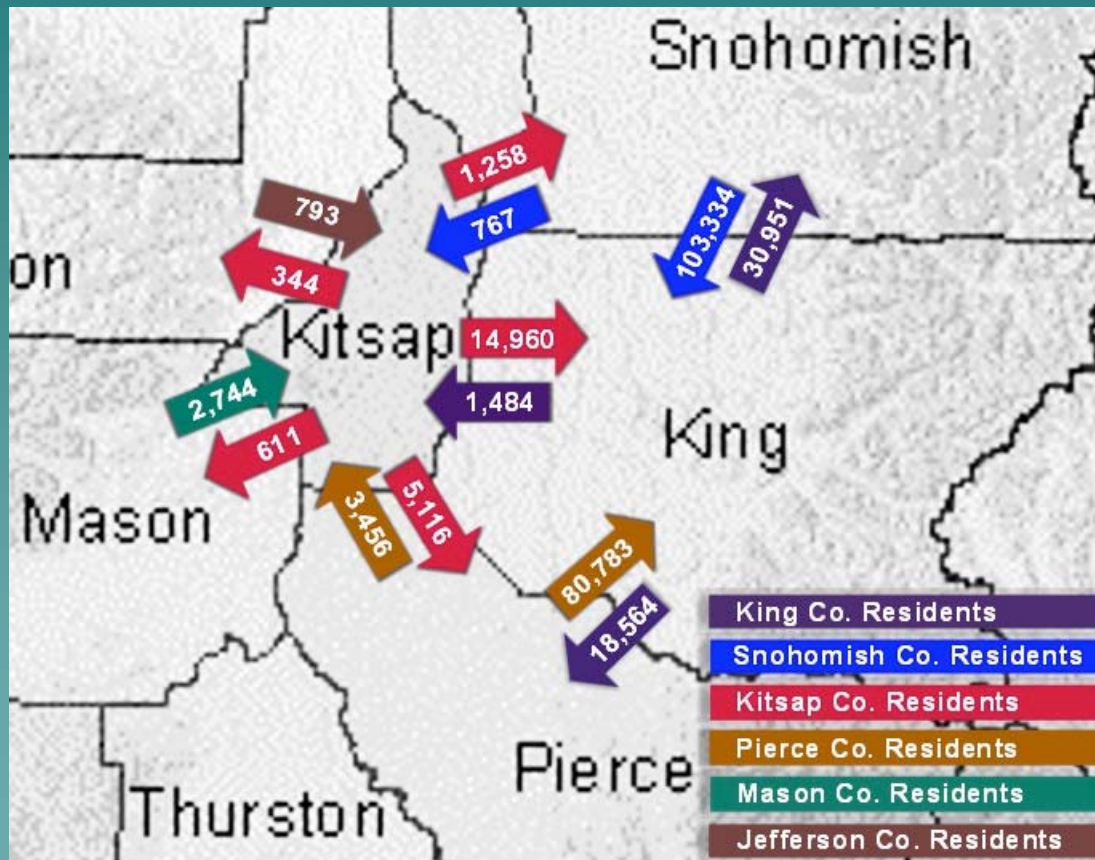
Kitsap is uniquely situated in the Puget Sound Region



Kitsap is uniquely situated in the Puget Sound Region

- ◆ Naval Base Kitsap is third-largest in nation:
 - Homeland Security needs
 - Emerging regional economic development cluster
 - Local isolation: emergency management
 - ◆ Bridge & Ferry dependent
 - ◆ Statewide Recreation:
 - Gateway to Olympic Peninsula
 - Ferries Major WA State Tourist Attraction
 - ◆ Not urban/suburban
(not yet *too* congested)
 - ◆ But not rural either
(ineligible for federal programs)
- 
- A stylized teal silhouette of a mountain range is located in the bottom right corner of the slide, partially overlapping the text area.

Kitsap Worker Flow is Typical for Metro Ring



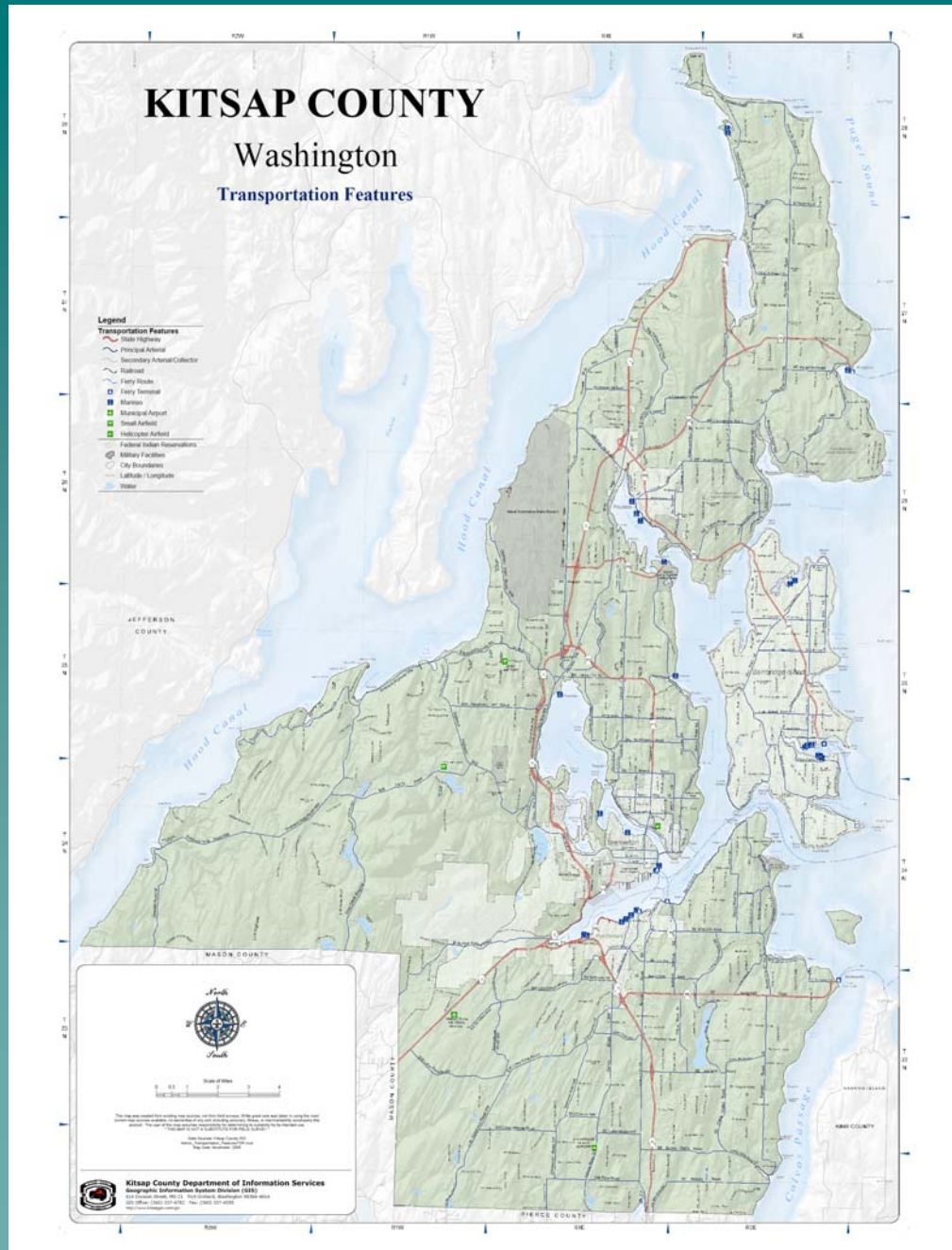
Residents working elsewhere as a % of County's Workforce

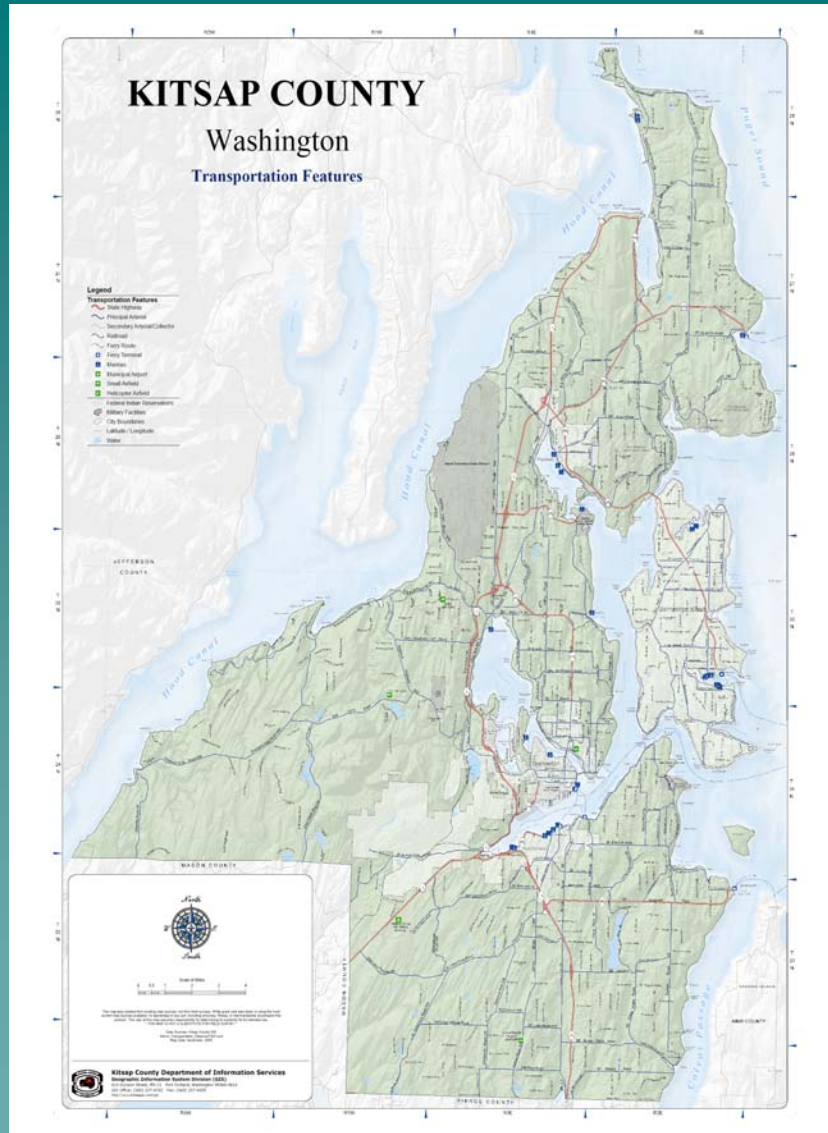
King	7%
Whatcom	9%
Skagit	22%
Kitsap	23%
Thurston	27%
Pierce	30%
Snohomish	37%

Source: U.S. Census 2000

Seattle Metro
Area seems
further away
because of Puget
Sound.

Kitsap's Road
System
is also unique:
Most major roads
are State
Highways of
Statewide
Significance.





Ferry connections to Seattle
Metro area are designated by
WSDOT as of Statewide
Significance:


Kingston ~ Edmonds

Bainbridge ~ Seattle

Bremerton ~ Seattle

Southworth ~ Seattle
(not SS System)

Each route is unique

- ◆ Commuter ~ Tourism
 - ◆ Walk-on ~ Drive-on
 - ◆ Length of trip (time + distance)
 - ◆ Frequency of service
 - ◆ Terminal configurations & needs
 - ◆ Vessel capacity + amenities
- 
- A stylized, dark teal silhouette of a mountain range is positioned in the bottom right corner of the slide, partially overlapping the teal background.

Each route is the same

- ◆ A rhythm that marks the day
- ◆ Long traffic queues that divide neighborhoods
- ◆ Service that's central to its community of riders
 -its economic vitality
 - its way of life ...
 - Commuting
 - Shopping
 - Recreation
 - Social

Kitsap's Transit Service: A History of Innovation

- ◆ Routed bus service
- ◆ Vanpools & Worker-Driver Busses
- ◆ Naval Base Kitsap ~ Transportation Incentive Program & Federal Flex Pass ~
40 – 45% of PSNS workforce
- ◆ ACCESS service (para-transit)
- ◆ SCOOT Station-cars for Smart Commuters
- ◆ Guaranteed Ride Home Program for car/van poolers
- ◆ Experimental Electric Bus Program with Western WA University

A History of Innovation (*cont'd*)

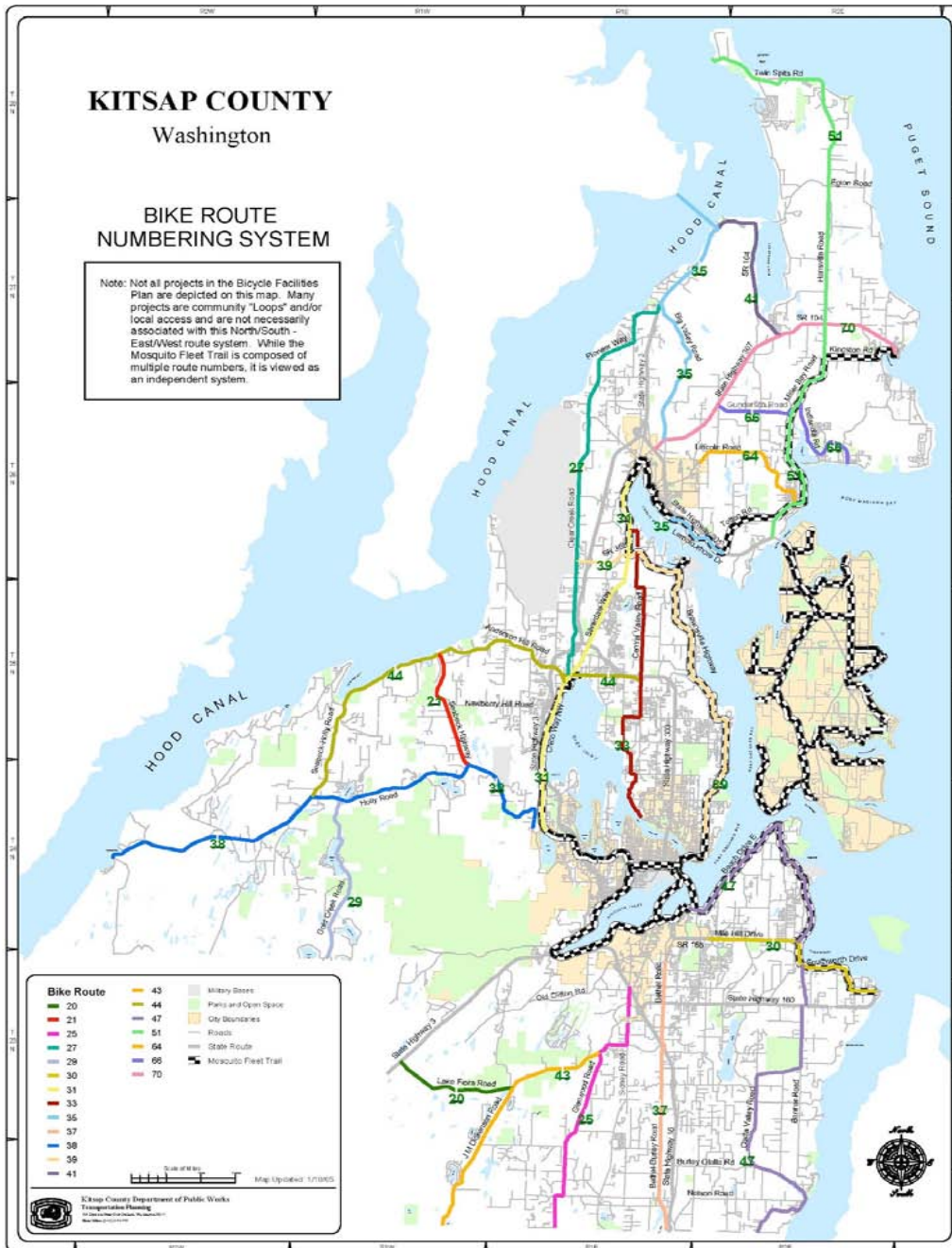
With more linear miles of shoreline than area square miles, Kitsap's focus is on local & regional ferry connections:

- ◆ Transit meets 90% of ferries, especially during the peak.
- ◆ Park & Ride Lots and Transfer Centers, including:
 - to Pierce County @ Purdy
 - to Jefferson County @ Poulsbo
 - to Mason County @ Bremerton Trans Center
- ◆ Local foot ferry service 1600+ riders daily
Bremerton ~ Port Orchard ~ Annapolis
- ◆ High capacity Bremerton ~ Seattle
passenger only ferry service (*Discontinued*)
- ◆ Shared construction & management of the Bremerton Transportation Center with WSF
- ◆ Currently, conducting wake research through development & testing of ultra-low wake passenger ferry prototype

KITSAP COUNTY Washington

BIKE ROUTE NUMBERING SYSTEM

Note: Not all projects in the Bicycle Facilities Plan are depicted on this map. Many projects are community "Loops" and/or local access and are not necessarily associated with this North/South - East/West route system. While the Mosquito Fleet Trail is composed of multiple route numbers, it is viewed as an independent system.



Kitsap County
and Cities are
developing
Bicycle Routes
throughout the
County,
including the
Mosquito Fleet
Trail

Transit busses
provide
bike racks &
bike lockers

Freight Movement to & through Kitsap County

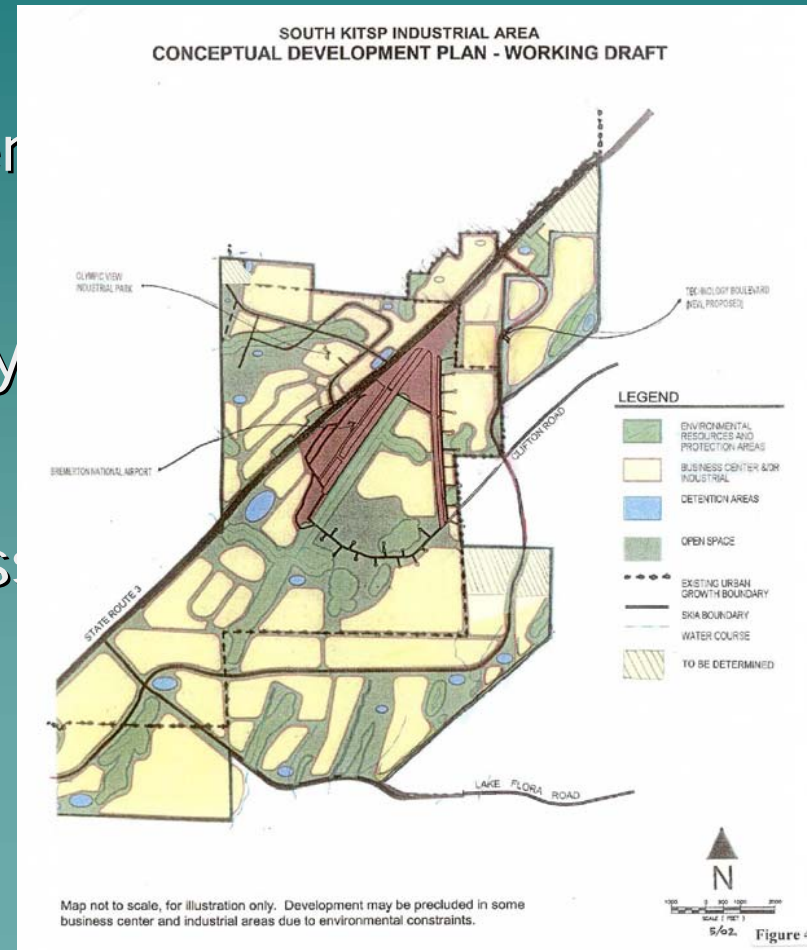
- ◆ Designated Ferry Routes:
 - Edmonds ~ Kingston
 - Seattle ~ Bremerton
- ◆ Rail Corridor Connecting Port of Bremerton with SE Washington
- ◆ Bremerton National Airport at the Port of Bremerton
- ◆ SR 3 / SR 16 Corridor

PUGET SOUND PACIFIC TRANSPORTATION CORRIDOR



Links to the South Kitsap Industrial Area

- ◆ PSRC designated Regional Industrial Center
- ◆ 3400 Acre Concept Plan Adopted by Kitsap County '03
- ◆ Zoned Industrial, Business Center and Airport
- ◆ 9350 Jobs in 13 years
- ◆ 14,102 Jobs at build-out



Telework: The 10% Strategy

◆ Telework Pilot Project

- WA State Department of Transportation
- WA State Commute Trip Reduction Program
- Kitsap Regional Coordinating Council + partners...

WSU

Boeing

REI

Kitsap Regional Library

Kitsap Economic Development Alliance

◆ Kitsap is 100% high-speed internet accessible

◆ Kit~Net: 120+ mile fiber optic backbone

Project Core

Deliverable: *A Telework Toolkit that any community, agency, company or other organization can use to implement a successful telework program.*

Methodology:

- ◆ Analyze existing telework programs & toolkits
- ◆ Build the pilot toolkit
- ◆ Conduct pilot test with organizations & teleworkers
- ◆ Revise toolkit based on pilot test results
- ◆ Finalize toolkit. Deliver to State Legislature July 1, 2009.

The Toolkit is a Website: TeleworkToolKit.com

◆ *5 Main Topics:*

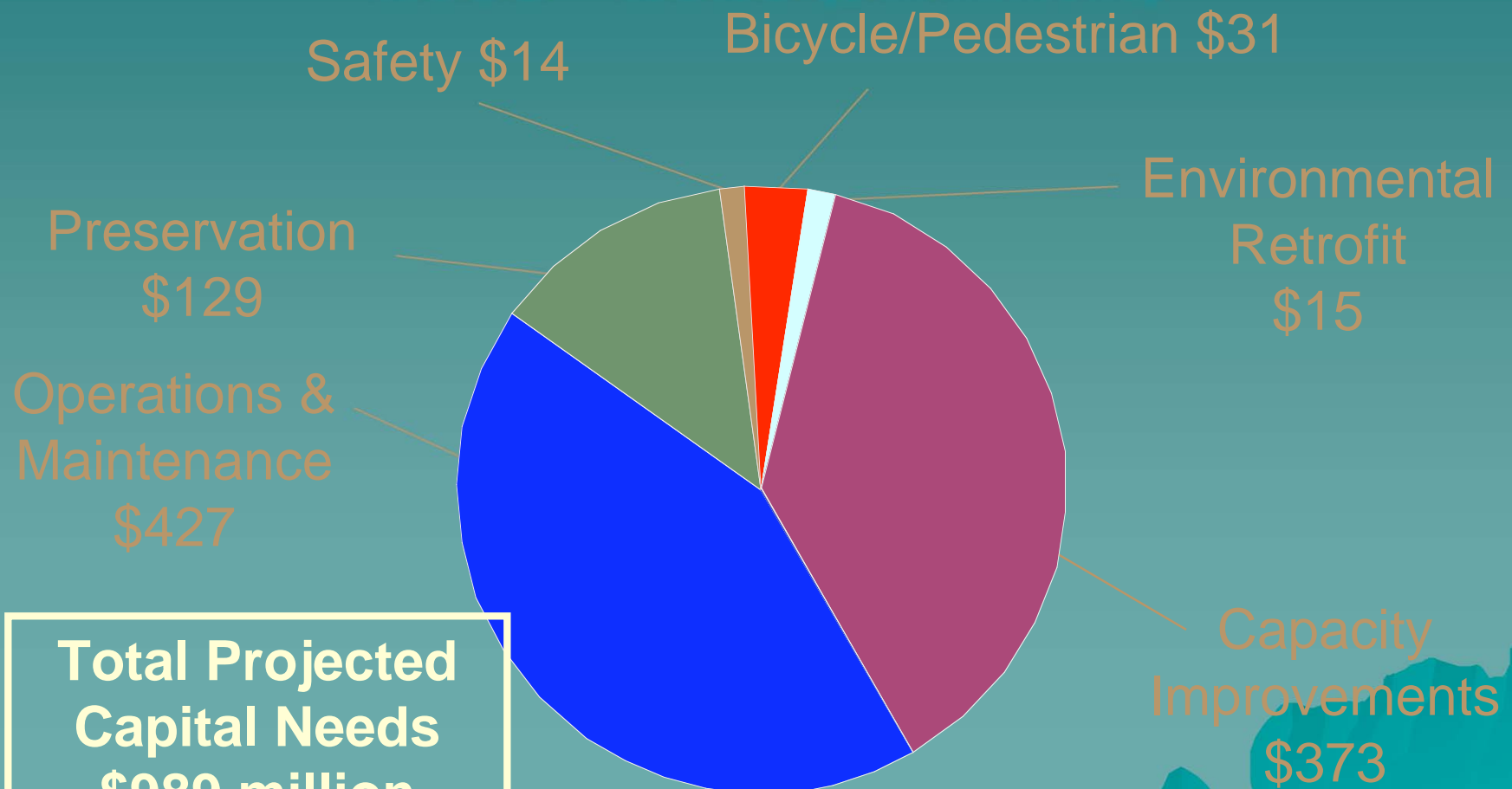
- Employees
- Organizations
- Technology
- Telework Centers
- Resources

◆ *50+ Participating Organizations:*

- Public & private sectors
- Kitsap County
- Jefferson County ~ bridge closure
- Seattle/Tacoma
- Large & small

County* Identified Transportation Needs

2006 – 2025 (\$ in millions)

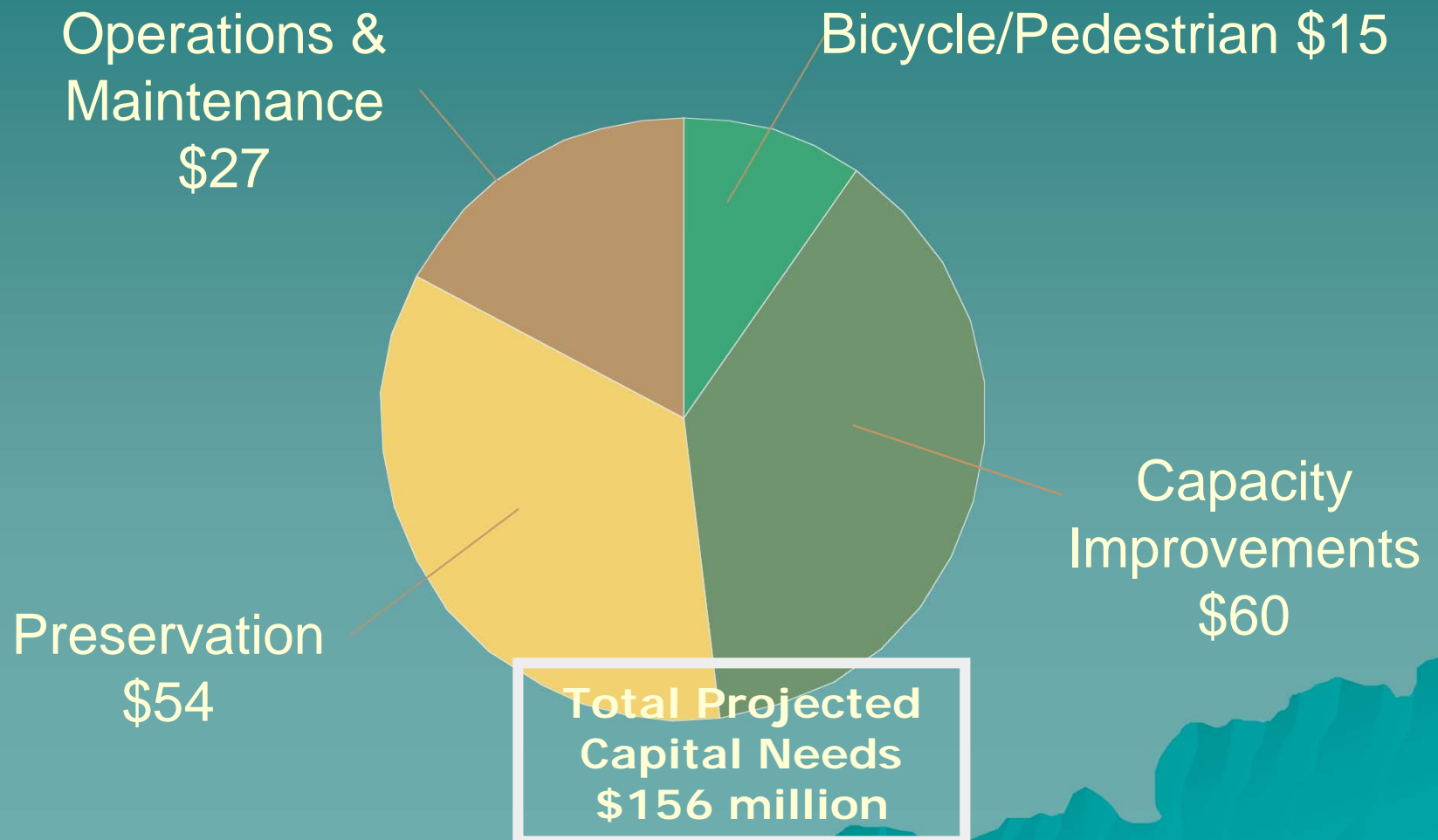


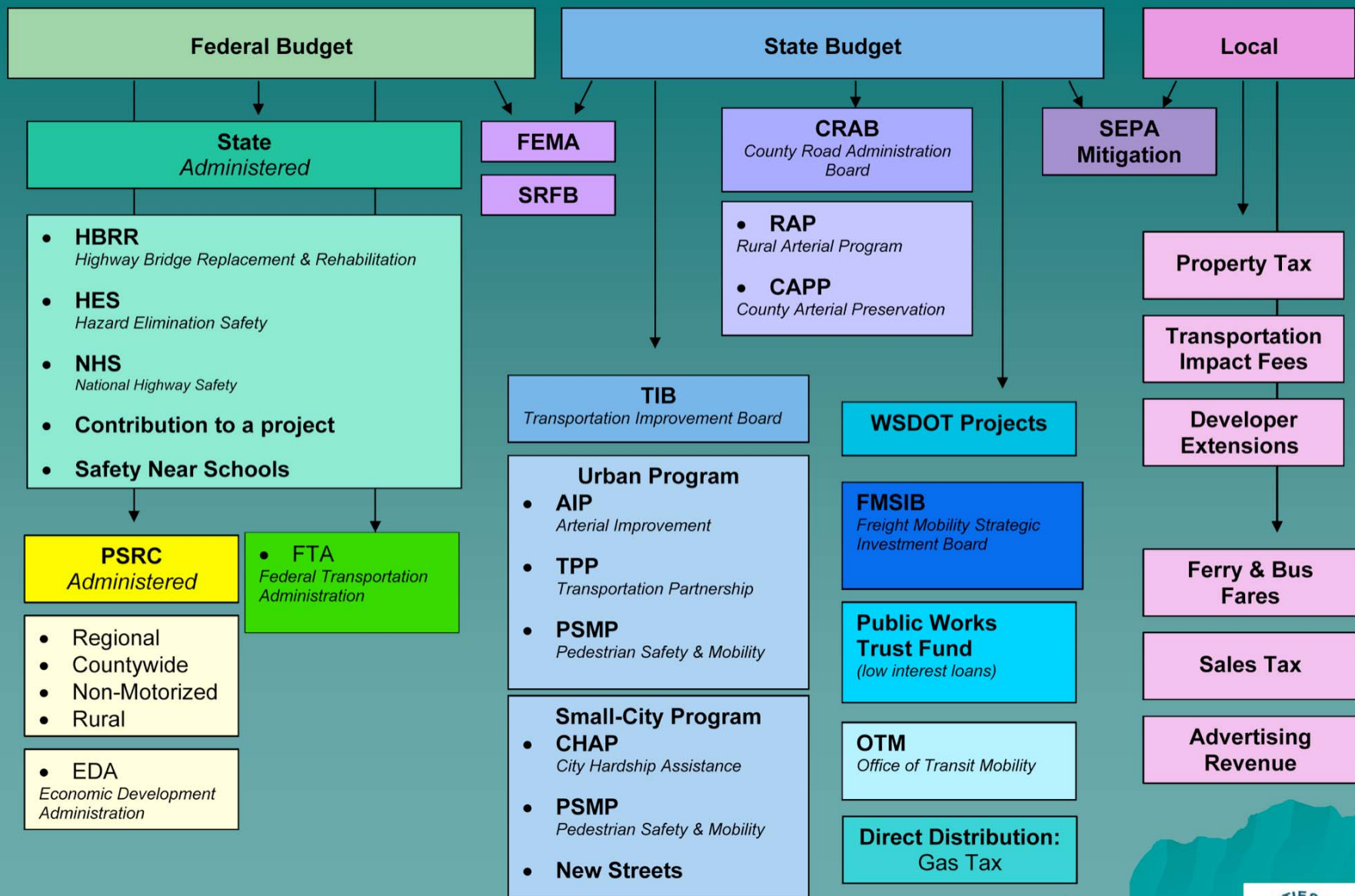
* unincorporated

Identified Trans Needs

2006 – 2025 (\$ in millions)

Bainbridge Island





November 10, 2005



Kitsap: small enough to get things done!

- ◆ Federal funding to Kitsap
1995 – 2006

- ◆ Countywide:

1995: \$4,312,927

1997: \$1,176,000

1999: \$4,535,313

2000: \$2,750,000

2002: \$1,670,000

2003: \$1,143,642

2004: \$3,730,250

2005: \$1,192,490

Total Countywide:

\$20,390,692

- ◆ *Regional
Competitive: \$20,059,500*

- ◆ We have become

- ◆ Determined
- ◆ Pragmatic
- ◆ Innovative

- ◆ Belong to both PRTPO and PSRC

- ◆ PRTPO for coordinated planning
- ◆ PSRC for planning *and* funding

- ◆ Developed effective local decision-making & partnering through the Kitsap Regional Coordinating Council

Kitsap Regional Coordinating Council

- ◆ Kitsap County

- ◆ Kitsap Cities

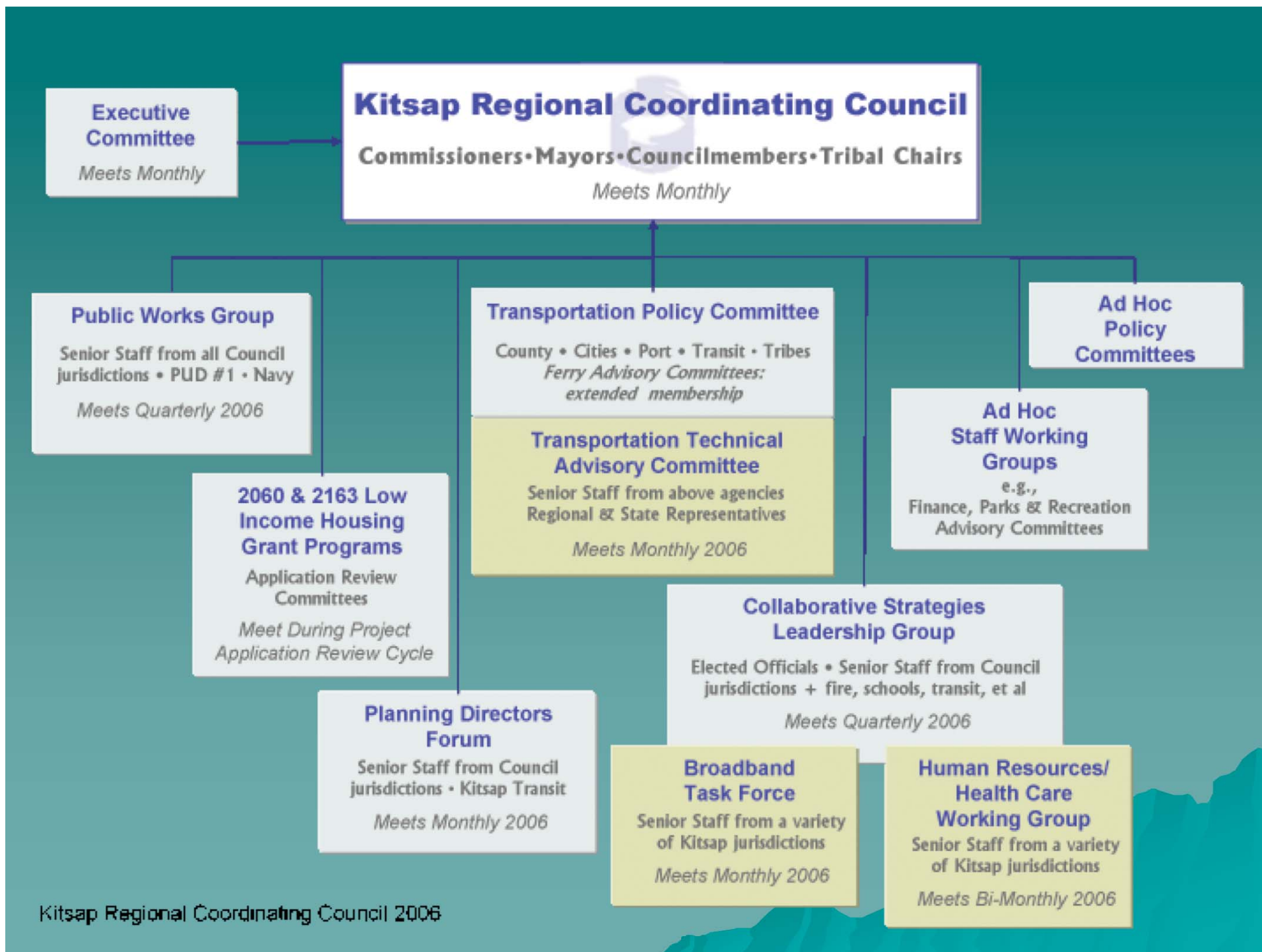
- ◆ Bremerton
- ◆ Bainbridge Island
- ◆ Poulsbo
- ◆ Port Orchard

- ◆ Kitsap Tribes

- ◆ Suquamish
- ◆ Port Gamble S'Klallam

- ◆ Port of Bremerton

- ◆ Naval Base Kitsap



Strategic Use of Available Funds

- ◆ Focus on regional network: Partner with WSDOT Olympic Region
- ◆ Shorelines → inland
- ◆ Investments to avoid FUBAR

Coordination → Collaboration

- ◆ WSF & WSDOT: Ferry Service & Uplands Development
- ◆ Ferry Queuing
- ◆ Transit-oriented Development
e.g. Bremerton
Transportation Center

Take-Away Messages

- ◆ Help Kitsap: Not-Yet-FUBAR
- ◆ More funding (*of course*)

But pragmatically...

- ◆ Fiber conduit in WSDOT roadbeds
- ◆ Bremerton Airport: Regional Asset

Planning Planning Everywhere ...

- ◆ Two different overlapping potentially duplicative State Planning programs
- ◆ Two time-consuming confusing and chaos inducing State Planning programs

Please don't!

A stylized teal silhouette of a mountain range is located in the bottom right corner of the slide.

Now, about the Ferry System...

- ◆ Maintain current service levels
- ◆ Equitable tolling & fare recovery
 - Operating revenue (fares)
72% increase already!!!
 - Local/Regional taxation
 - State support

Partners in Creative Problem-Solving

For example...

\$10-\$20 million annual operational shortfall

~

\$23 million annual savings possible by slowing
Bremerton vessel ... *media report*

~

One fewer sailings per day

~

New taxes

~

Higher tolls

And what about that Bugaboo: Parity & LOS?

- ◆ Concurrency generally not such an issue on Kitsap State Highways
- ◆ Rubber raft hits the water: Ferry LOS
- ◆ Challenge: Meet current demand vs. GMA planning
- ◆ LOS Parity: originated in 1993-94
- ◆ Bring other Kitsap terminals & routes up to the Bainbridge standard in order to equally support future population growth

Walk-On Passenger Growth

- ◆ The wave of our future
- ◆ WSF funding strategies must respect funding needs for future local/regional POF support
- ◆ *Behavior change*: WSF must help drive transit connections to all ferry routes on both sides of Puget Sound

*Thank you for this opportunity
to begin a dialogue
as we face together
the biggest challenge since
(my uncle-in-law) Folger Peabody
sold the system to
Washington State in 1951!*